



↖ Cynthia Tid  
Clyde Lake

John Henry Lake

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Theron Lake

BISHOPS OF THE HEBER SECOND WARD



Thomas Hicken, Jr.



Joseph A. Rasband



H. Clay Cummings



Fredrick G. Carlile



Wendell L. Duke



Leonard Giles



N. C. Watson



Don L. Hicken

a Dr. Eyliff had come from Salt Lake City to spread the Methodist cause and conduct meetings. However, there was little response to his message and this only non-LDS venture in the valley collapsed. Members of the Second Ward bought the land, while members of the Center Creek Ward purchased the building and moved it to their community.

With property now available, Bishop Rasband called a group of brethren in the fall of 1913 to take their teams into Strawberry Valley and obtain lumber for the proposed building project. It was late in the fall when they got started, and they worked waist-deep in the snow at times, but stayed on the job until they had enough lumber to build forms for the foundation of the building.

These men included George Fisher, forest ranger; Nephi Forman, Edd Moulton, James McNaughton, Fred G. Carlile, Charles Anderson, Henry McDonald, Alvin Johnston, Charles Carlile, Jessie Nelson, Dolphia Sessions, Hyrum Anderson and Forest Luke. Charlie and Hyrum Anderson were not ward members, but were experienced timber men and so were asked to head the project.

The actual work of building the meeting house began March 16, 1914, with James Heber Moulton as construction supervisor. Members of the building committee included John H. Luke, Elisha Cummings, John W. Giles, John D. Fisher, Joseph A. Murdoch, David A. Broadbent, James H. Moulton, Joseph A. Rasband, William A. Davis, Harry Morris, John E. Moulton, Henry L. McMullin and John W. Crook.

Working together, the members of the ward were able to put up the building in record time. By December 26, 1915 the building was ready for dedication. It was built to seat 400 people, and on the day of dedication, 390 persons were in attendance to hear Elder Frances M. Lyman of the Council of the Twelve offer the dedicatory prayer.

In his financial report, Bishop Rasband noted that the entire cost of the building, with furnishings, was \$19,415.74. For its time, it was considered the finest church building in the stake. Because of its central location, the Second Ward Chapel has been a favorite gathering place for community and civic functions.

With the building now nearly 50 years old, and with the need for a larger, more modern building, the bishopric is again making the ward "building fund conscious," and in the near future it is expected that another beautiful chapel will be constructed.

When Bishop Rasband was released in 1926, Henry Clay Cummings was called as the next bishop. He chose George Nelson and Leonard Giles as counselors and Dean Fortie as clerk. They served together until 1928 when Bishop Cummings was called to be a counselor in the Stake Presidency of the Wasatch Stake. Fredrick G. Carlile was sustained as the new bishop and he retained George Nelson and Leonard Giles as counselors. Reed Rasband later served as a counselor and J. Sylvan Rasband and Albert Crook were clerks.

Wendell Duke succeeded Bishop Carlile in 1939 and had as counselors Squire Simpson and Owen Buell with Jay McNaughton as clerk. They served together until 1944 when Leonard Giles was called as Bishop. Counselors to Bishop Giles included George Nelson, Robert S. Watson, Rulen Carlile, Walter Seiter and Floyd Kinsey. Clerks during this time were Rulen Carlile, Floyd Kinsey, Walter Seiter and Glen Moulton.

Bishop Nymphus C. Watson was sustained in 1951 with counselors Rulen Carlile and Walter Seiter. Glen Moulton was clerk. This bishopric served until 1954 when the ward was divided, creating the new Heber Fifth Ward. The dividing line between the two wards was an-





The Heber City Depot, shown here in this photo, was a focal point of the community and the valley after the railroad came in 1899.

The first major livery stable in Heber was built in 1892 by two brothers, A. M. and J. S. Murdock. They had good horses and buggies for hire, and in addition, operated a stage line between Heber and Park City. The stage left at 8 a.m. and returned from Park City at 3 p.m. The road they established went over the hill west of the Morris and Davis ranches and through Deer Valley. Elisha J. Duke was a stage operator and mail carrier at the time and served for many years.

Later the Murdock brothers sold to John H. Luke and A. C. Hatch who subsequently sold their interests to Laban Hylton who brought the first automobiles for sale into Heber and changed the business to Pikes Peak Garage. Later, Joseph Hylton entered the business with his brother. By this time livery stables were a thing of the past since horses and carriages had given way quite rapidly to automobiles. Many youngsters in Heber had their first automobile ride in the early 1900's when Andrew Anderson left Heber to enter business in Provo. He purchased an automobile and when he brought the car to Heber he charged 25 cents for a ride to the river and back.

Service stations and garages that have been established in Heber include the Heber Motor Company, 164 S. Main, which, along with the Pikes Peak Garage, has been in operation the longest; Hilton's 66 Service, 510 N. Main; Bob's Texaco Service, 391 N. Main; Ivan's Service, 210 N. Main; Lee's Service, 207 N. Main; Fay's Chevron Service, 199 N. Main; Ken's Texaco Service, 1 S. Main; Timp View Super Service, 750 S. Main; Wasatch Service, south end of main street; Cochran Garage, 414 E. Center; Johnson's Garage, 35 W. 1st S.; Town Service, 137 S. Main, and Neil's Service, 45 S. Main.



Adolphus R. Duke,  
Center - Daniels mail  
carrier for 34 years.

The first official postmaster, John Gallagher, was appointed in 1870 and served faithfully for several years. Helping carry the mail around 1870 were Joseph Stacey Murdock, who had a contract to haul mail from Provo to Echo by way of Heber and Kamas twice a week, winter and summer. Mose Cluff also carried mail for some time.

Succeeding Mr. Gallagher as Heber postmaster was Henry McMullin, Sr., who operated the post office in a room of his hotel where Ashton's Store now stands. The next postmaster was John Duncan, who was succeeded by Richard Bridge. Stage coach operations were begun about this time, and mail service was facilitated by daily stage runs



Lawrence B. Duke,  
rural route mail car-  
rier for over 30 years.



to Park City. Joseph S. Murdock and his sons; E. J. Duke, John H. Lake and A. C. Hatch operated some of the lines.

Among the fine inspiring traditions in this country of ours is the thrilling slogan: "The mail must go through." It may have been born during the exciting days of the pony express when fearless men risked their lives each day and night. Wherever or however it was born, certainly no finer chapter in the annals of U.S. mail history can be found than that recorded in the almost lifelong service of our fellow townsman, Elisha J. Duke, known and respected throughout the state as "Lishe."

Over fifty years ago a boy in his teens tightened the lines across the back of a freight team and made his first trip from Heber to Park City. James A. Garfield was president then. There wasn't even a telephone connecting Wasatch county which then extended eastward to the Colorado line, with the outside world. What were then called roads would be now termed cow trails. But from that day that same youth now seventy-six years young, has almost daily traveled this route. Thirty-seven years ago President McKinley designated him official mail carrier between Heber and Park City. Of course, that brought better equipment consisting of a string of horses, better adapted to speed and behind them "Lishe" mounted the then famous "white top" mountain road wagon leaving daily on the hour with its load of mail and passengers bound for Park City. With the coming of the railroad, progress seemed to dictate that the mail be brought in by the more modern method of rail delivery. But when it became apparent that mail out of Salt Lake City required a couple of days to reach here, it began to look as if the old method was best after all. Many old-timers still recall the expressions of sympathy that went out to "Lishe" as they watched his caravan of teams pull up legweary and mud-covered to discharge their stacked-up cargo of mail and post that had accumulated because of the always inevitable "snow-slide in Provo Canyon" which except for his faithful adherence to duty would have cut this valley off from communication for weeks at a time. The irony of the situation can be better understood when it is known that for this re-routed mail and post he got little additional pay. Perhaps the most grueling experience in his long career came in February, 1917 when five teams and fifteen men over a period of three days battled to hold aloft that banner—"the mail must go through." Many a winter night new kerosene was added to the family lamp to wait and see if "Lishe" Duke had got in with the mail.

Ripley might well observe that this dependable servant of Uncle Sam and the people of his capacity as mail carrier has traveled each season more miles than is necessary to encircle the globe; he got the mail through if he had to do it on snowshoes or transfer from sleigh to wagon; he has pounded down to their last rattle fourteen model T Fords to say nothing of diverse makes of other cars which have gone to the scrap heap under this relentless grilling; he has never had an accident! never had a vacation; and today at seventy-six you set your clock with the time of his departure or arrival. Maybe the fine mail service we enjoy today per-

mitting a letter to be written, mailed, answered and returned from Salt Lake City in less than 24 hours can be chalked up in part to the credit of "Lishe" Duke who will be gratefully remembered by the people of this county as the man who saw that "the mail must go through."

When the railroad came to Heber in 1899 the Denver & Rio Grande received the mail contract on a daily basis. Fred Hayes was postmaster for a short time and then was followed by John A. Smith who served until March 1, 1915. Dan McMillan was appointed next and served until November 1, 1920. Guy Duke, a veteran of World War I was then appointed and served until December of 1922 when Jay Jensen was appointed. Maranda Smith took office as postmistress on December 18, 1923 and served until February 19, 1936, when the present postmaster, Heber M. Rasband, took office.

Star route carriers during the years have been E. J. Duke who served for more than 40 years, Elijah Davis, John Wall, Willard Davis, Ben Murdock, Jay Cummings and Stacey Wright. Rural carriers who served for more than 30 years each included Lawrence B. Duke, Adolphia R. Duke, and Max Lee.

City postal delivery was established in Heber November 1, 1946, and carriers appointed at that time were Jay O. Johnson, Ray Wright, Bert Lindsay and Garth Rasband.

Another important governmental function in Heber, though it began at first as a private need, is operation of the Heber City Cemetery.

When the east part of the townsite was surveyed in 1859 an area near the foothills in the north-east part of the valley was set aside for burial plots. During that same year an infant daughter of James and Sariah Cook died and was the first person to be buried in the area. Later that year, John Carlile was injured while crossing Provo River and died in September. He became the first adult to be buried in the cemetery.

Busy pioneer settlers had little time and even less money to maintain and beautify the graveyard as it was then called, and so it was just used as needed. Sagebrush and weeds usually covered the area during the summer, and snows and frozen ground presented another problem during winter months.

As more deaths occurred the city government took more active control over the cemetery operation and began a regular program of upkeep. The small section originally set aside for the cemetery soon became inadequate, and John Duke and his wife, Martha, heeding the problem, deeded to the city a large tract of land adjoining the cemetery. In 1940 still another tract, south of the cemetery, was purchased by the city to add to the area of the cemetery. These burial lots were to have perpetual care.

In recent years the city has installed water lines throughout the cemetery to insure green grass and have hard-surfaced the roads making travel within the cemetery much easier. These improvements have also spurred individuals on to beautification of individual plots. Beds of flowers have